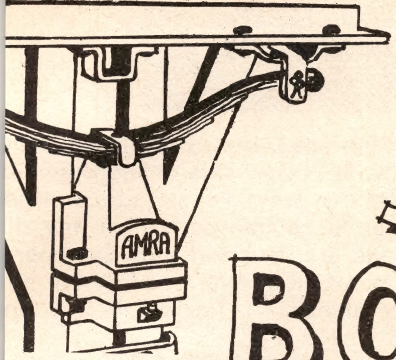

Editorial JOURNAL BOX

WE ALL NEED A GOAL

Whether it be the building of a house, an industry or almost any project these days, it can be proved beyond doubt that a planned system which creates targets will improve efficiency.

These systems go by various names — Bar Charts, P.E.R.T. (Program Evaluation and Review Technique), etc., but they all have the following points in common. The job in hand is divided into the various phases; these phases are placed in a logical sequence, then times are estimated for each phase and presented in some graphical form.

These schemes are part and parcel of most successful industry these days. It is not surprising therefore, that a member should use a Bar Chart for the construction of his model railway in a limited time. (See Hildenhurst in the March/April Journal and Part 2 in this issue).

Individuals, and clubs even more so, should consider some form of planning which creates realistic target dates when building model railways. You will find that interest and incentive will give new life to a project.

COVER PHOTO by courtesy of Victorian Railways Newsletter.

CONTENTS

Journal Box 81
Hildenhurst 82
London Newsletter 85
Conversion Of Airfix 88
Pop Valve 92
The Toughest Railway On Earth 96
European Newsletter No. 1 101
Branch Notes 103
Shop Spy 106

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"Hildenhurst"

PART 2

by Dennis Hodges

Now for the details of actual construction.

100. Baseboards are of conventional design, of ½" particle board, braced by lengths of dressed 2" x 1" fixed by brass woodscrews, resulting in a sturdy and rigid base, the first essential. Boards are joined to each other by means of brass hinges with removable pins. Of Japanese origin, these are invaluable, inexpensive and available from Anthony Hordern's in NSW.

The legs utilised to support these boards (at a height of 36") represent, I feel, a break from accepted practice. I considered timber, conduit, slotted angle, etc., and finally decided on "Unistrut", which is marketed by "Brownbuilt" for GKN-Lysaght Pty. Ltd.

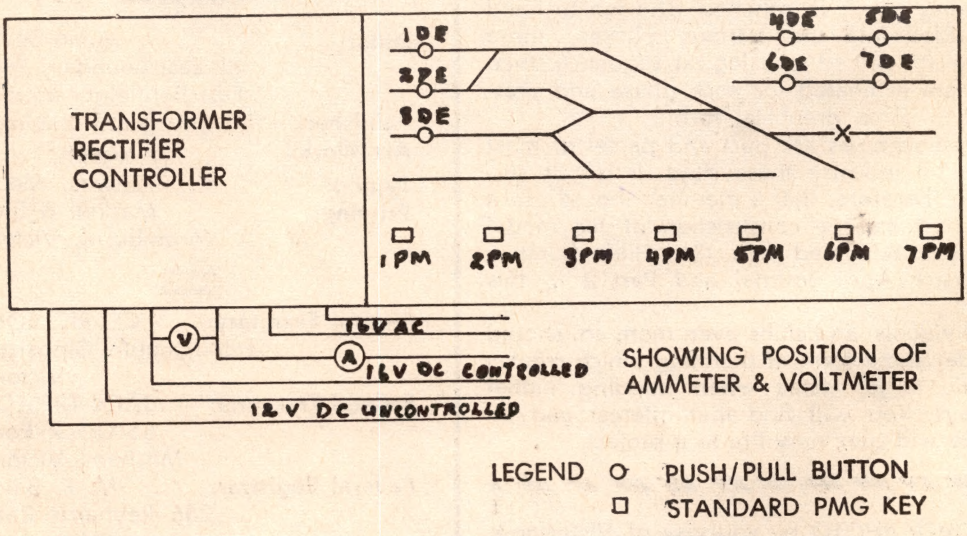
The system is described fully in their catalogue, which is worth consulting and is available in NSW at 410-416 Mitchell Road, Alexandria. The idea is to utilise a special channel with inturned edges, in which a spring-held clamping nut with serrated grooves engages.

To proceed — trunnions, part no. P.2218, are screwed to the battens and channels, and part no. P.1000, are fastened vertically, usin nuts to suit, with hollow side facing outwarc (it looks better that way). For storage, or whe the layout has to be transported for any di tance, the legs are reversed and the boarc sandwiched between and fastened by the nu like a set of shelves. The result is a un measuring 5' x 3' x 1'6".

The legs have proved to be a great succes being **infinitely** variable in height for use o uneven surfaces (especially useful whe groups are exhibiting in church halls, etc.) an can also be sway-braced for rigidity.

200. Track construction also follows co ventional lines (no pun intended!) utilisin Shinohara throughout, straight track bein slightly cheaper than Peco in metre lengt with free fishplates. The points are freely o erating too, although a little work is neede to ensure that deep Triang-type flanges ca be accommodated.

Firstly, 1/16" cork, 1¼" wide, was laid usin Bear Brand contact cement over chalked ce trelines; purchasing in sheets (G. P. Embleto in NSW) proved most economical. Track wa



SHOWING POSITION OF AMMETER & VOLTMETER

LEGEND ○ PUSH/PULL BUTTON
☐ STANDARD PMG KEY
× D.P.D.T. SWITCH

CONTROL PANEL

en placed in position, secured by Mainline il spikes, over a layer of Stephen's liquid um and ballast (small granulated cork par- cles from boxes of Bellco school chalk, pre- ved in varying shades of grey) spread all ver, with the excess shaken off 24 hours ter.

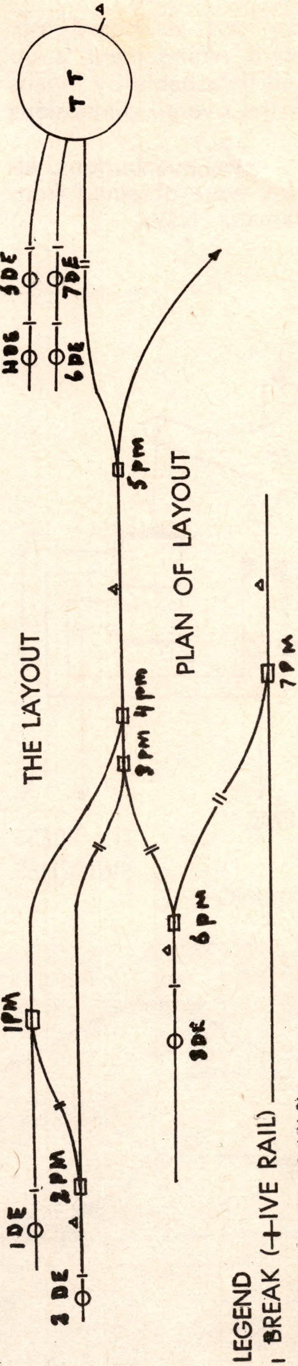
It is uncanny how problems that one is rrently facing are often solved in the model ilway periodicals — the method of dyeing allast was recently covered in "Model Rail- ader", as was the idea from "Railway Mod- ller" of lining up tracks crossing from one oard to another by means of soldering ends printed circuit board and cutting through fterwards. This was used on Hildenhurst.

300. As all buildings are already in exist- nce in UK, I shall not attempt to describe eir scratch-built construction, but merely ontent myself by stating that every structure equired for Hildenhurst is available in the irfix, Bilteezi and Superquick series or the merican alternatives. However, repainting nd the judicious use of building papers is ssential for authenticity. Only the platforms ave been constructed in Australia and these re simply ⅛" sheet balsa over a framework f ¼" square balsa, making allowance for oint-motors to be concealed wherever feas- ble.

The surface is covered by sheets of emery aper simulating bitumen, but the joints are rustrating even though one can always get ver this by mentioning "expansion". How- ver, recently I have discovered that stockists f lapidary requirements can supply carbor- ndum (1½ grade) and this will be specified future.

400 Electrical. Before commencing any elec- rical work, I strongly recommend you secure a opy of "How to Wire Your Model Railroad", y far the best guide on this subject I have yet ncountered. If you follow this publication aithfully, you can hardly fail to succeed in iring your own layout and this aspect is just s important as accurate trackwork in my pinion.

I would stress that you utilise a terminal trip directly behind the control panel, incor- orate 20-pin plugs and sockets at each base- oard break and used colored wires individ- ally tagged with "Dymo" labels, with all



THE LAYOUT

PLAN OF LAYOUT

LEGEND
I BREAK (+IVE RAIL)
II BREAK (BOTH RAILS)
O CONNECTION (+IVE RAIL ONLY)
□ POINT MOTOR
▲ MAIN FEED

TERMINAL BLOCK

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1N	1R	2N	2R	3N	3R	4N	4R	5N	5R	6N	6R	7N	7R	COM

16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
CONTROL −	+											TT +	TT −	
					1DE	2DE	3DE	4DE	5DE	6DE	7DE			

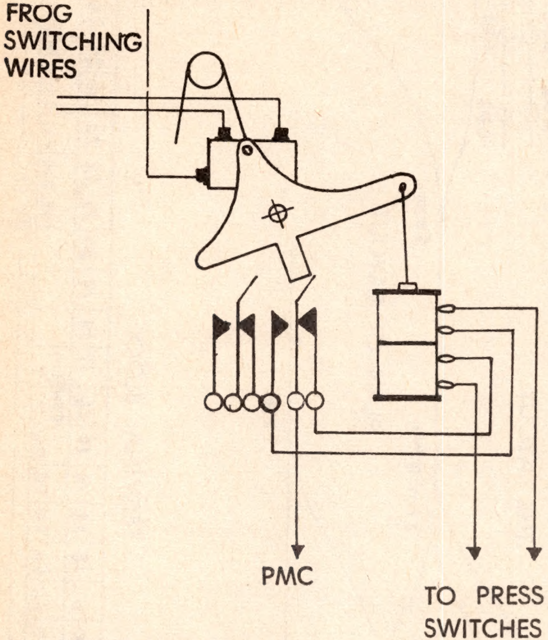
12V.D.C. (uncont)

12V DC (UNCONT.)

joints **soldered.** The drawing shows the general wiring arrangement.

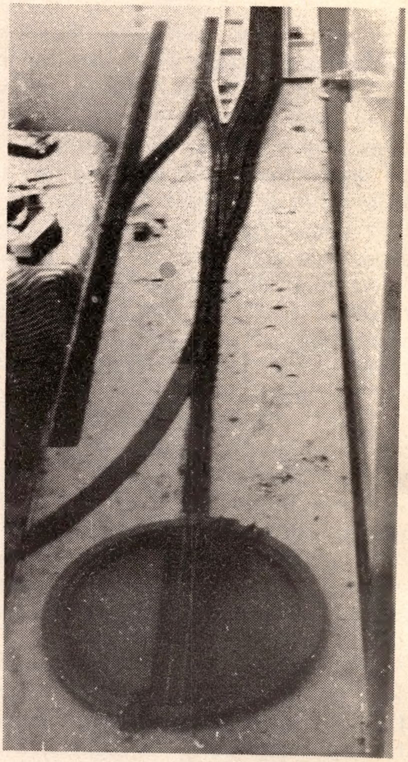
The panel, controller and sub-board (not shown as the fiddle card arrangement is up to the individual) are all detachable by means of wing-nuts to retain the overall dimensions given for storage.

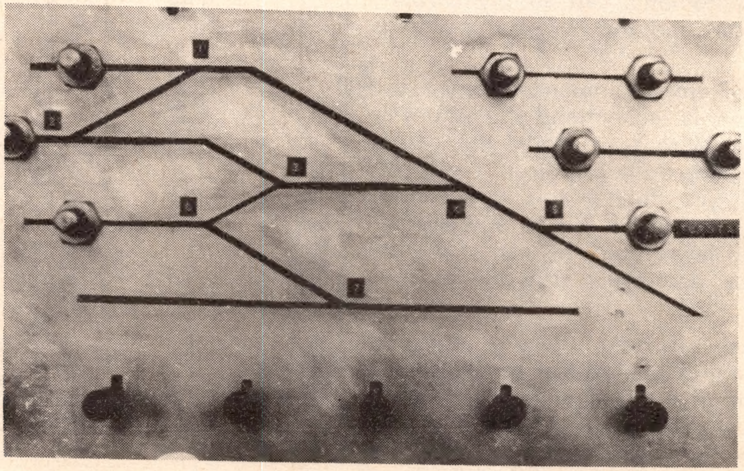
All components, i.e., keys, pushbuttons, aluminium sheet and wire, were obtained from Hare and Forbes, Parramatta, NSW.



POINT MOTOR WIRING

In conclusion, I should be pleased to h from anyone who is tackling this project a to give assistance with any problems arisi from what I consider to be a feasible a practical proposition.





London Newsletter

One of the first things the average model ailway enthusiast does when he is to spend ome time in a new place is to check the local model railway scene. One of the ways he does this is to go to the local hobby shops, oth to learn what is available in his scale/gauge and to discover the existence of a model ailway in the district, if he did not find out bout this before he left his previous location.

Often, when he has read the advertisements of manufacturers and dealers in the model ailway press, or if he has bought things hrough the mail from them, he forms in his mind certain impressions about these shops and it can come as a surprise when he finds hat the picture he has gained bears no likeness to their actual appearance.

So it was with me when I made my first ound of visits to some of the London area hobby shops. I don't know what other Australian modellers imagine Hamblings, W and E, BMW, Victors, Southgate, or some of the other firms look like but they surprised me with the small size of some of the shops and he limited range of goods many carry.

There are very few that carry the range of most Australian shops. But at least, what hey do have costs only about half what it does in Australia, which is surprising when one considers, as I learned to my sorrow, the cost of living is higher here than it is in Australia.

Hamblings, the manufacturers of what I consider the best HO/OO locomotive drivers on the world scene today, have a tiny shop somewhat smaller than the average Australian suburban kitchen tucked away amid secondhand bookshops in Cecil Court near Leicester Square.

It has London's largest range of books on British light and narrow gauge railways and their showcase (which forms the counter) is worth browsing through, for one can come up with some gems in their range of small items.

W and H Models, otherwise known as Romford, are of course best known to Australian modellers as the makers of the Romford wheels and mechanisms. Their shop is well isolated in a side street off a side street at New Cavendish Street, Marylebone, and one either has to be a keen modeller or a local to find it.

Not a very big shop, a little smaller than Searle's in Sydney or a little bigger than George Berg's in Parramatta, their shelves of secondhand goods are well worth a visit.

If you are interested in getting a hand-made model of a British OO scale locomotive, write to Romford's who may have a secondhand model in good condition in stock. Don't forget the Commonwealth Reply Coupon though. Some of the models are of rare and unusual prototype.

Victor's, the English mecca for the followers of the American prototype, is to be found in Chapel Market out at the Angel, Islington. Victor's main business is the sale of phonograph records and the model railway department is a walk-in cupboard. There is just enough space for three people as long as nobody moves. But it is the only source of supply for the American-style enthusiast in the London area. The other hobby shops handle only British and Continental; only Victor's have American and Japanese.

Small as the shops may be, one can spend hours browsing through their shelves and can, as I have found, go in to buy a set of Kaydee magnetic couplers and end up buying a secondhand locomotive to go with them (Athearn 0-4-2T).

As a matter of interest, Victor's buy their Japanese brass locos from the Model Dockyard in Melbourne and, from conversation I have had, it seems that the Dockyard carries, as far as Victor's know, the world's largest range of Japanese brass. More than American shops in fact, yet the goods are primarily for the American market.

If this is so, and it being so, there must be a large market for Japanese models in Australia. A range of models of Australian prototype should be offered to exploit this market. How about it Dockyard?. I know about the Garrett, the C38 and the proposed R Class, but what is needed are the smaller general purpose locomotives such as the C32 and RX.

While on the subject of Dockyard's locomotives, their advertisement which appears regularly in the Railway Modeller, was treated with disbelief here. Nobody could carry that much stuff on inventory; the average English shop would carry only a third to half of it. Then Victor's placed their order and had it filled, they tell me, from stock . . .

The largest model railway shop in the Central London area is Southgate in High Holborn, who also have a branch at, strangely enough, Southgate. If you follow the **British** prototype, this is the place to go for your ready-to-run and kits. For scratch builders' parts, Hambling's or Romford's.

Southgate, because of their sales set-up cannot keep an extensive range of small items. In size, the High Holborn shop is a little larger than the Dockyard in Melbourne; in actual fact, they have just doubled their shop area which has given them the opportunity to separate the model railway department from the other model building fields.

For the O gauger British-style, their range of good quality secondhand items is worthy of study. Write to them of your needs, not forgetting the Commonwealth Reply Coupon.

It was while visiting their shop that I found Jackson wheels of 9 and 10.5 mm diameter are now available in 16.5 mm and 18 mm gauges as well as their original gauge of 12 mm. As it is well known, the Alex Jackson wheel, formerly known in Australia as the Nucro wheel, is the best on the world market for wagon, van and coaches. The addition of the 9 and 10.5 mm to the 12 mm, 14 mm and 16 mm diameter wheels is something that has been long awaited by fine scale modellers.

The standard freight car wheel used on the Australian broad gauge is 36" diameter which, in HO scale works out at 10.5 mm as we know — 5'3" gauge works out in HO scale at 18.4 mm for which we can for convenience use 18.

As mentioned above, the 10.5 mm wheel is now available in this gauge which has therefore, left for me personally, no excuse to avoid going into HO broad gauge, unless, of course, I use the fact that the most commonly used locomotive driver works out at the 16 mm diameter in HO and neither Hambling's nor Romford have drivers of this diameter, However, I have an idea there is enough material on the Hambling's 18 mm driver to e able it to be turned down to 16 mm. If th is so I will have to practise what I preache in a previous article and "Go Broad Th Year".

While on the subject of scale, shortly afte moving to Wimbledon I paid a visit to th Wimbledon Model Railway Club.

The speakers at the meeting told abou their experiments in true scale. Both S scaler they reduced the British Railway wheel ra and track standards to exactly S scale. The turned their rolling stock wheels down, tread tread widths, flange widths and depths and s on, all to exact scale. Had their own exa scale rail drawn, used the correct flangeway check rail distances and so on, and foun that it all works successfully.

By comparison, the NMRA, AMRA an BMRSB standards are very coarse and occup the same position with these true scale standards as does Triang with the "scale" standards.

It would be interesting to read in the Journal an article from an Australian modeller i any scale who is doing the same style of work Me — I'll stick to using Jackson and Hambling's wheels on AMRA standards trackwor (converted to broad gauge, of course!).

Quite a mob, the Wimbledon Model Railwa Club. They have the proud boast that the clu is the world's oldest, and as it was formed i 1924, no doubt they are correct. An activ group, they meet every other Wednesda night with alternative meeting as runnin nights. As they meet in a Methodist Churc hall in Worple Road, Wimbledon they are for this reason, unable to have a permanen layout; but they have instead built a 12' x 12' double track layout with branch line an a large junction station plus layby siding which can be set up and running in about 10 minutes. I intend to get some photos of this layout for the **Journal**.

They made a gesture to this visitor from th Colonies, which I strongly feel should b copied by all other clubs throughout the world. Although this club's constitution does not allow for it, they have, for the period o my stay in England, made me a sort of honorary member of the club.

I suppose it does not sound much; all it really gives me is permission to attend any meetings I care to and to run stock on the layout which, normally, only financial members may do, but the gesture made by the club to a stranger is what counts. May I suggest that similar to this be done by various model railway clubs in Australia? We Australians like to think we are hospitable to overseas visitors and so that this may become more than a myth, I would suggest that when we have an overseas model railway fan in our midst, who is staying up to about a year, we make him an honorary member of our local model railway club. How about it, you club committees — what about making your visitor when, and if, you have one, a visitor/member?

Getting back to the club layout, all stock used on it is run only by financial members. All regions, with the possible exception of Western Region and several of the pre-grouping companies, may be found running. The emphasis is on Southern Region, for Wimbledon is on the former London and Southwestern.

One enthusiastic and skilful builder has a large variety of London and Northwestern stock including an Oerlikon multiple unit set, all scratch built. Another is happily converting Triang passenger coaches to Southern multiple-unit stock and from the number of different types of M.U. stock, both suburban and mainline, I have seen running, he has some years' work ahead of him.

At the last running night I attended before being sent to France, I saw a chap running a Triang 4-6-0 that he had converted to scale using Romford wheels; a beautiful job and really outstanding, painted in L and NER colors and a good hauler, too.

Something about that model gave me the impression that a free-lance worker could convert is to a prototypical Victorian Railways type of locomotive. Looks something like a D1 or D3 and something I feel a D5 could have looked like if the Victorian Railways had got round to building one.

By the same token, the Wills "King Arthur" 4-6-0 could be converted to a prototypical VR A Class locomotive — you could call it an A3. These are, of course, just my opinions and possibly there are people who will disagree with me. If so, let's have your views via "Pop Valve"

Also running that night was one of the first models to use the new mechanism for the Airfix diesel shunter. From the performance, I would say the powered Airfix shunter will soon make its appearance on many other layouts.

Saw also on the layout, a factory, built from about 6 Airfix loco sheds, showing something of what can be done with the Airfix structures if one has the mind to do it. Some chap had a factory under construction with only the steel framework erected. The model would be a prizewinner in any structure competition.

This closes this edition of London Newsletter. The next, if there is one, will tell more of the modelling scene, with something about an American-type club, more on Wimbledon and some impressions of British Railways.

ERN RADDATZ, Wimbledon, UK.

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Conversion Of Airfix

by Colin Gilbertson

There is an ever increasing number of modellers who are turning to model NSW prototype. Many of these modellers express the desire for more suitable local equipment, as they are reluctant to scratch build their own rolling stock. An alternative available to them is to convert existing proprietary equipment into vehicles that resemble the local scene.

Looking in any railway yard or goods siding, one particular vehicle that clearly outnumbers most others is the 4-wheel, 15 tons capacity open wagon coded "S". The Airfix mineral wagon is easily converted into a model of this vehicle.

The materials necessary are —

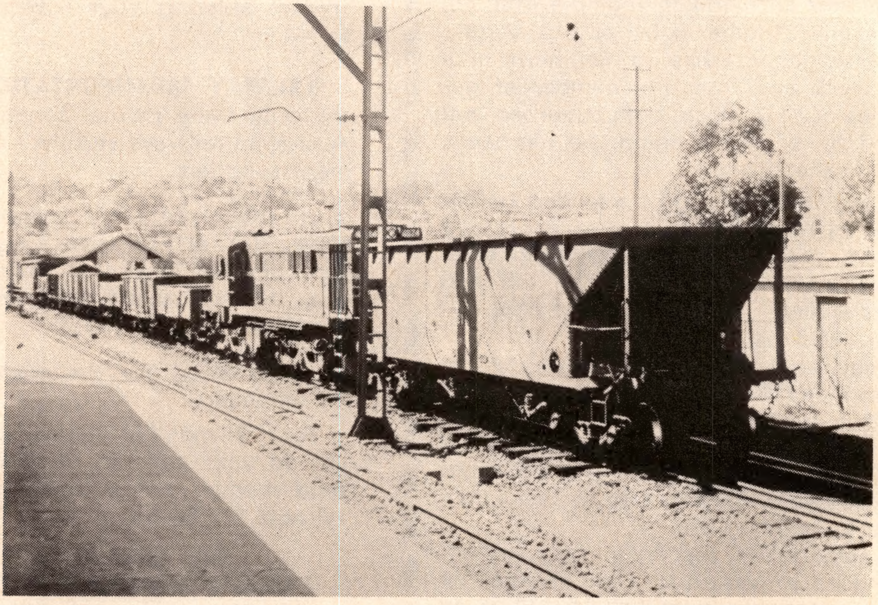
1 Airfix Mineral Wagon kit
4 Nucro wheels (or wheels of your choice)
4 buffers (optional)
2 couplings (of your choice)
Peco axle bearings - if fitting metal wheels
Some 4-ply pasteboard or similar car

The first step is to mark out the sides (pa nos. 27 and 29) using a scriber or simila sharp instrument, a distance 11 mm from th top, scribing always on the inside.

Using either an Xacto or Stanley knife, an a steel rule, cut along this line, making sever small, clean cuts in preference to one dee cut. When cutting these it is suggested tha you stick the parts to the cutting board usin adhesive tape (i.e. Bear, Celotape, etc.), a this will allow you the use of both han in manipulating the rule and knife.

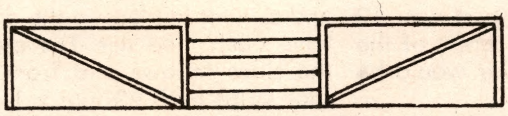
After this has been done to both sides, fil out the detail that is located in the door re cess in the centre of the side; this then give a flat surface 17 mm x 8 mm, and will allo the doors to be fitted (described later in th article).

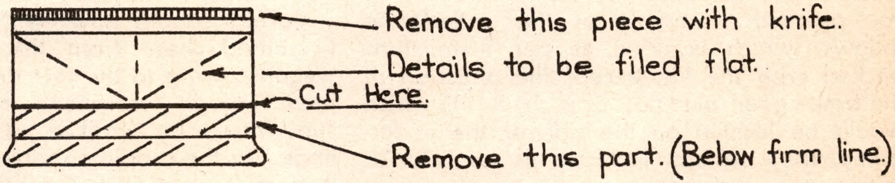
On the plain end (part no 24) mark fro the top and cut down the same distance (i.e 11 mm). The opposite end (no. 25) must hav all the detail filed off (see Fig. 2) as was don with the door recesses. The top of this piec



4874 shunts an assortment of vehicles at West Ryde, including "S" wagons. C. Gilbertson.

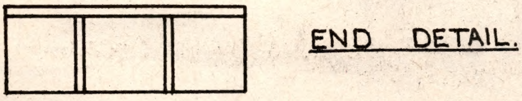
Fig. 1




Remove this piece with knife.
Details to be filed flat.
Cut Here.
Remove this part. (Below firm line.)

Detail to be removed from Part N° 25.

Fig. 2.



Drawn full size.

N.S.W.G.R.

Four Wheel Open Wagon.
Code : S

Drn CBG. Date 3/67 E

now becomes the bottom and the small, thin piece at the (new) top is removed with the knife and cleaned up with emery paper. From this edge, on the inside, mark down a distance of 11 mm, and cut along this line in a similar manner to the sides and the other end.

Next we turn to the underframe. If you intend to use either X2F or Kadee couplers, it will be necessary to remove the two inner guide pins on the buffer beams (part nos. 12 and 13); also the small slot in the centre of the buffer beam, where a chain coupler would be fitted, is to be filed flat.

If you intend to use Nucro wheels then the axle boxes will have to be drilled out slightly, and, if desired, Peco axle bearings can now be added; these I have found to be of great advantage as they improve running immensely. The model is then ready to be assembled, polystyrene cement being used for this purpose.

We commence assembly by cementing the sides and ends, checking for squareness as you proceed. Assembly of the underframe follows, which is done as per instructions packed with the kit, except the omission of the brake gear (part nos. 5, 6, 10 & 11) which would be located on the side of the underframe; they are not included as no NSWGR rolling stock has them.

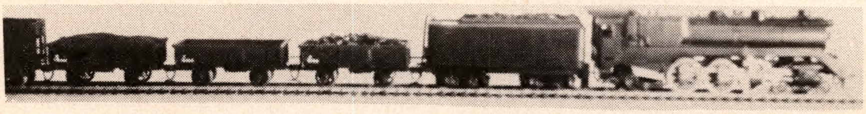
Next, the wheels can be fitted. After the cement has dried, assemble the underframe to the body. While this is drying the details can be made.

From a sheet of 4-ply pasteboard or similar card, mark out two pieces each 17 mm x 11 mm. Scribe these (as per Fig 1) before cutting to represent the boards that constitute the door on the prototype wagon. Then cut them out and cement in place in the door recesses which have been filed flat. The diagonal bracing on the sides follows and from the card, cut out four strips each 23 mm x 1 mm.

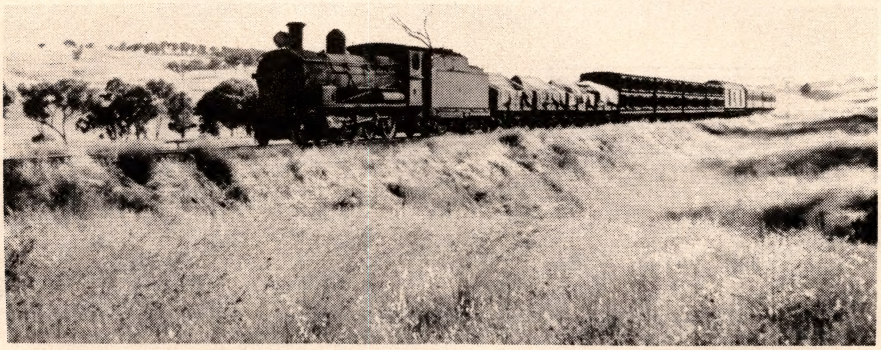
Before gluing it will be found necessary to fit them and remove a small piece with the knife, from the end at an angle of about 45 degrees so that they will be a flush fit. For the detailed end (part no. 25) cut out two pieces 1 mm wide, each 11 mm long (as per Fig. 2).

As the choice of couplings and underframe details will, undoubtedly, depend on your requirements, I will leave them to you.

Buffers should now be fitted, if required; I omitted these from the majority of my wagons owing to the fact that as the vehicles pass through workshops they are rendered superfluous by addition of automatic couplings. On the couple on which I have included buffers, I used Fleet brass buffers in lieu of



38 class with three "S" wagons and a hopper.
C. Gilbertson.



5427 drifts into Woodstock with No. 37 mixed.
C. Gilbertson.

A close up of two wagons.
C. Gilbertson.

the plastic ones supplied with the kit. If using X2F or Kadee couplings and you have chosen to fit buffers, then mount the couplers out slightly (about 1 mm) so that the vehicles will not buffer lock on the curves on your layout; this, of course, depends on the radius of your curves. If desired, weight may now be added — about 1 - 1½ ozs. being sufficient.

The vehicle is now ready to be painted, and the choice of brushing or spraying will also depend on your tastes. Color scheme is black sides, ends and underframe with white lettering. As the numbers are not consecutive, I will leave these to you, as they are readily seen anywhere.

The load (if desired) can now be fitted and this will depend on the type of goods carried on your railway. Some typical loads are coal, timber, or a tarpaulin can be fitted by using a small piece of calico (or similar material) braced with a thin piece of wire running along the centre of the wagon.

Your completed "S" wagon is now ready to enter service on the layout and, as you will have found it not to be a difficult conversion, you will find it desirable to convert more as they clearly outnumber all other codes of goods rolling stock — with possibly the exception of 4-wheel coal hoppers.

In the near future I hope to submit articles on other items of proprietary rolling stock that are readily converted into NSWGR prototype.

JOURNAL ITEMS

The stock of both articles and photos is very low at the moment, so what about that article that you were going to write? Now is the time.

Double space the writing or typing. Rough sketches only required — we have a good draftsman waiting.

There are only three or four main articles in each issue, so you have an excellent chance of winning a prize. Much the same applies to photos.

JOURNAL COMPETITION RESULTS

The best article in the January/February "Journal" was judged to be Broughton Boydell's on the "Camden-Campbelltown Line".

The best photo was the one of page 48, of 5385 and 3510 ascending the Ardglen Bank. We didn't print the name for some reason or another, but it was taken by Hayden Holmes.

Congratulations to both of you. You should receive a parcel each in the mail soon.

HOT BOX INDICATOR

Hot boxes occur on American railroads in the order of 5,000 per month. This has led to the development of automatic infra-red detectors with the fancy name "Servosafe Hot Box Detective".

These devices, placed beside both sides of the track, will count axles, detect a hot box, and operate a trackside illuminated display for the driver, which tells him "if" and "where", or a counter in a signal box.

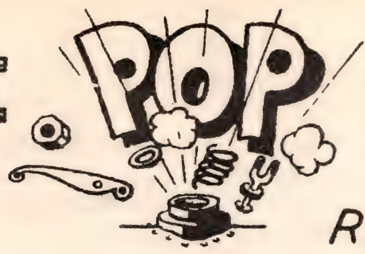
They operate on Journals of passing trains at 5 to 90 m.p.h. and are optically screened against heat from other sources.

The system is installed in France, and following successful trials on the North Eastern Region of British Rail, has been ordered for the Western Region.

* * *

5901. H. Holmes

THE POP VALVE! FOR READER'S LETTERS



To The Editor, AMRA.

Dear Sir,

To say I was surprised at the reaction to my earlier comments in "Pop Valve" would be putting it mildly. I deliberately worded my opinion strongly in order that it might stir up some comment on the issue, but the vitriolic intensity of my critics has left me completely astounded; I honestly thought that if I wrote a calm, circumspect letter outlining my opinion on this, it would have received no comment at all and that members simply would not have been interested.

One aspect of this affair that I do regret is the effect my remarks have apparently had on the junior members themselves. Warren Ward has seen something very personal in my comments and I can only humbly apologise to him and any other junior member who feels the same way. I shall be most distressed if any youngster who is already a member leaves AMRA because of what I have said.

However, several quite untrue statements have been made about me and I must answer these.

I must assume that our worthy Editor has published an average sample of those letters received, and this emotional, near hysterical, tirade can hardly be called rational argument.

Several false assumptions have been made and my critics have read information into comments that simply is not there. To detail all of these mistakes would take several pages of Journal and so I will have to content myself with some of the more glaring examples.

Now, I personally believe that the general atmosphere of branch meetings would be greatly improved if the meetings were for adults only. Please note that this does not mean I have a universal dislike of all children, nor does it mean that I would be heartless enough to ban existing junior members, as my critics seem to think.

My remarks have been interpreted to mean that I regard anyone under 17 years old as a child. This is completely wrong. When I say children, I mean those less than about school-leaving age (i.e. under about 14 or 15), and my remarks are concerned mainly with this younger group, not older boys. One good point mentioned is that boys are useful at exhibitions, because their elders usually have to work, but at least this point could have been put without the heavy sarcasm.

In one paragraph of my letter, I mentioned my reaction to certain slogans and suggested an improvement, and yet because of this, it is inferred that I am a moron. For crying out loud!!! Has it come to this then, that a man cannot state an opinion without drawing this kind of thing down on him?

That word "if" with which Mr. Burrows starts his paragraphs on slogans can be used to cover just about everything and its use in any rational discussions is utterly out of place. The later statement about the image presented by our hobby is not correct. The slogans I mentioned ("hobby for man and boy", etc.) come from outside the hobby and our hobby would not have attracted them if we presented a mature image, and very few outside the hobby understand the modeller's attitude or know what he does.

I have not insulted meeting organisers in any way — criticised maybe, but not insulted. I realise as well as anyone that those modellers who give their precious time for such activities as organising the Association and writing for Journal are the lifeblood of the hobby and we simply could not manage without them. But in spite of the voluntary and sacrificial nature of their duties, these men must not think that they are above criticism.

I have been subjected to this stream of completely unwarranted and vile abuse. I have been called everything from childish to humrless and this is very poor debating, which nly indicates a very weak case and reflects n the person using it. For instance I have been alled intolerant, but it is perfectly obvious ust who is being intolerant.

It is plain that I have made a mistake in vording my original statement so strongly, ut even so I should be able to express an pinion without exposing myself to the defamatory rubbish which my opponents have used.

The idea of "Pop Valve" is not to provide n outlet for slanderous comments against nyone who thinks differently from yourself, ut is to provide a forum for imparting information and discussing ideas and opinions vithout fear or favor.

Please everyone, let's keep it that way.

Yours, etc.,

JACK PARKER.

Nothing more will be printed on this subject. Jack has had the "right of reply". I do ope that feelings have not been hurt to last eyond this point.

The whole debate has been valuable in everal ways —

1. It will cause adult members to re-appraise their attitude to the younger members;
2. It will cause the younger members to think twice about their responsibilities to the Club and to older members;
3. It has created the greatest interest in "Pop Valve" for years, and this, I feel, is good.

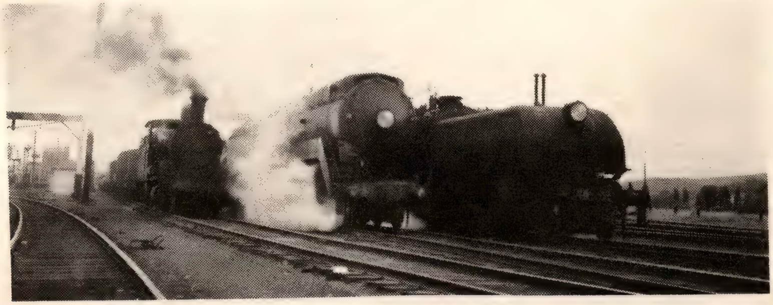
Now, let's all get back to enjoying the hobby and what is more important, helping others to enjoy it also.

EDITOR.

* * *

5593. H. Holmes.

1243 between Goulburn and Roslyn on the Crookwell line 29-1-1962. H. Holmes.

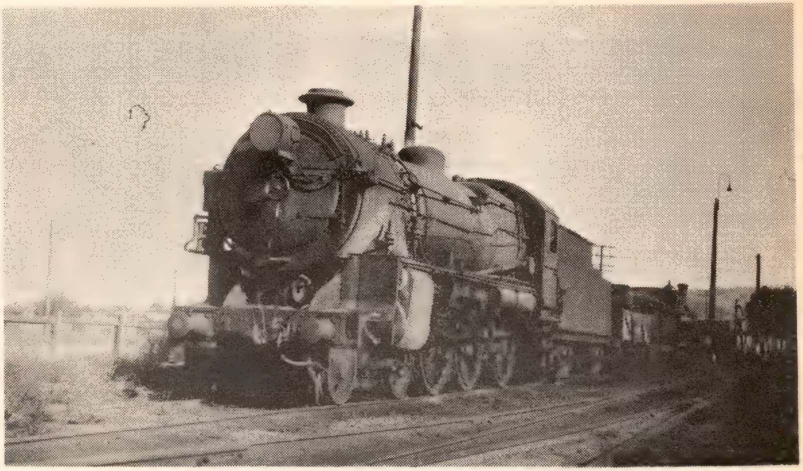


Boorowa. H. Holmes.

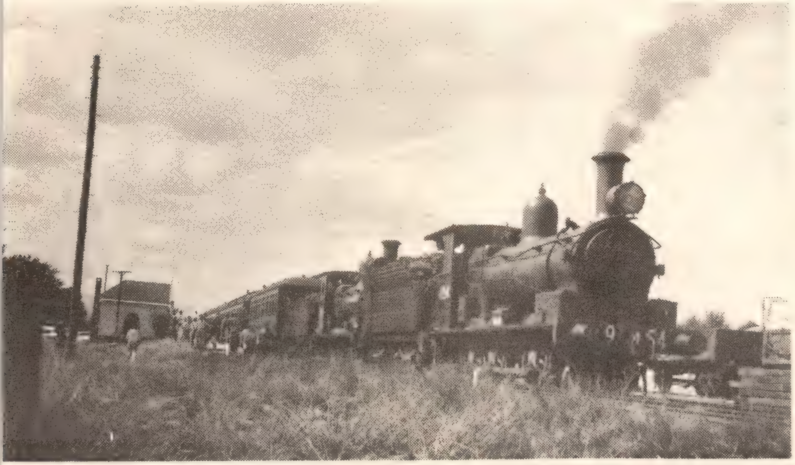
32 Class (3282) shunting at Dubbo.
H. Holmes.

1954 and 1901 at Batlow. H. Holmes.

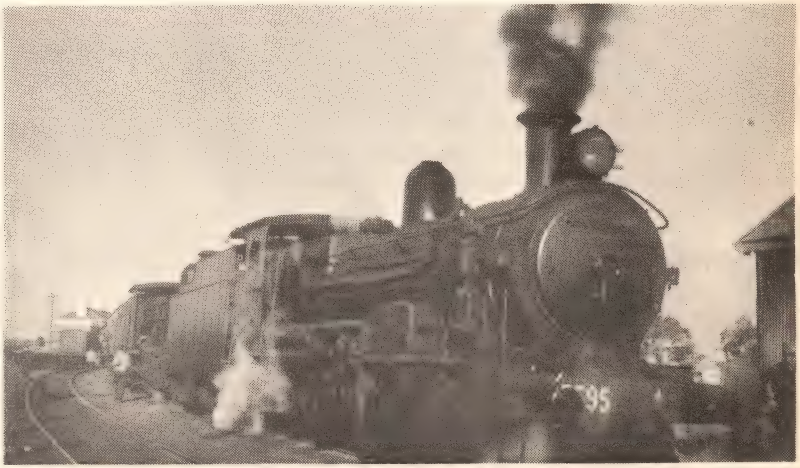
The 5112 shunting at Goulburn, 1966.
H. Holmes.



36 Class (3656) and 19 Class (1938) at Cootamundra, 14-5-1961. H. Holmes.



1954 and 1901 at Tumut on last steam train to Batlow, 31-3-1966. H. Holmes



5595 and 5597 at Windsor, 6-8-66. H. Holmes.

The Toughest Railway On Earth

by Frank Sibson

How many standard gauge, orthodox railways (no rack or cable sections) climb from just above sea-level to 15,693 feet in 98 miles, on an **average** gradient of three per cent — 1 in 33?

Just one: the Ferrocarril Central of Peru.

It climbs from the Pacific coast at Callao and Lima, up the Andes and through their summit (in the 1,287 yards Galera Tunnel) to Oroya and the Huancayo Valley, on the "Altiplano" or High Andean Plateau. Actually, its highest point is 15,845 feet at Morococha, on a mine branch from Ticlio, the junction at the tunnel's western end.

The "varnish" passenger trains (Nos. 1 and 401 "up the Hill" and their return counterparts Nos. 2 and 402) carry oxygen equipment and a trained attendant to combat the "mountain sickness" (air-starvation) which may attack the more susceptible passengers.

The same thin, high-altitude, low-pressure atmosphere gives steam some advantage over diesel power, which suffers from altitude like the susceptible passengers. Steam power thrives on it: the exhaust back-pressure, bane of the locomotive designer, is less and the extra power thus gained approximates to that given by the vacuum-producing condenser of a marine engine. Also, steam is raised more quickly for, at high altitudes, water boils at lower temperatures and the boiler can be open to atmosphere until there is pressure enough for the blower (whereupon, as my own ½" scale Rhodesian Ninth Class 4-8-0 tells me, the battle is more than half won).

Back in the 1930s, the Central even defeated an air competitor. The tops of the Andes rise very close to the 18,000′ "ceiling" of the planes of those days, which could cross only by the passes and then only when visibility was good, which wasn't always.

"Not many railroads can boast of having beaten an airline on the score of altitude," writes Brian Fawcett in his enthralling book "Railways of the Andes".

Everything I write here is gleaned from that book which, I am sure, would delight everybody who cares at all for railways and the men who run them. It is published by George, Allen and Unwin.

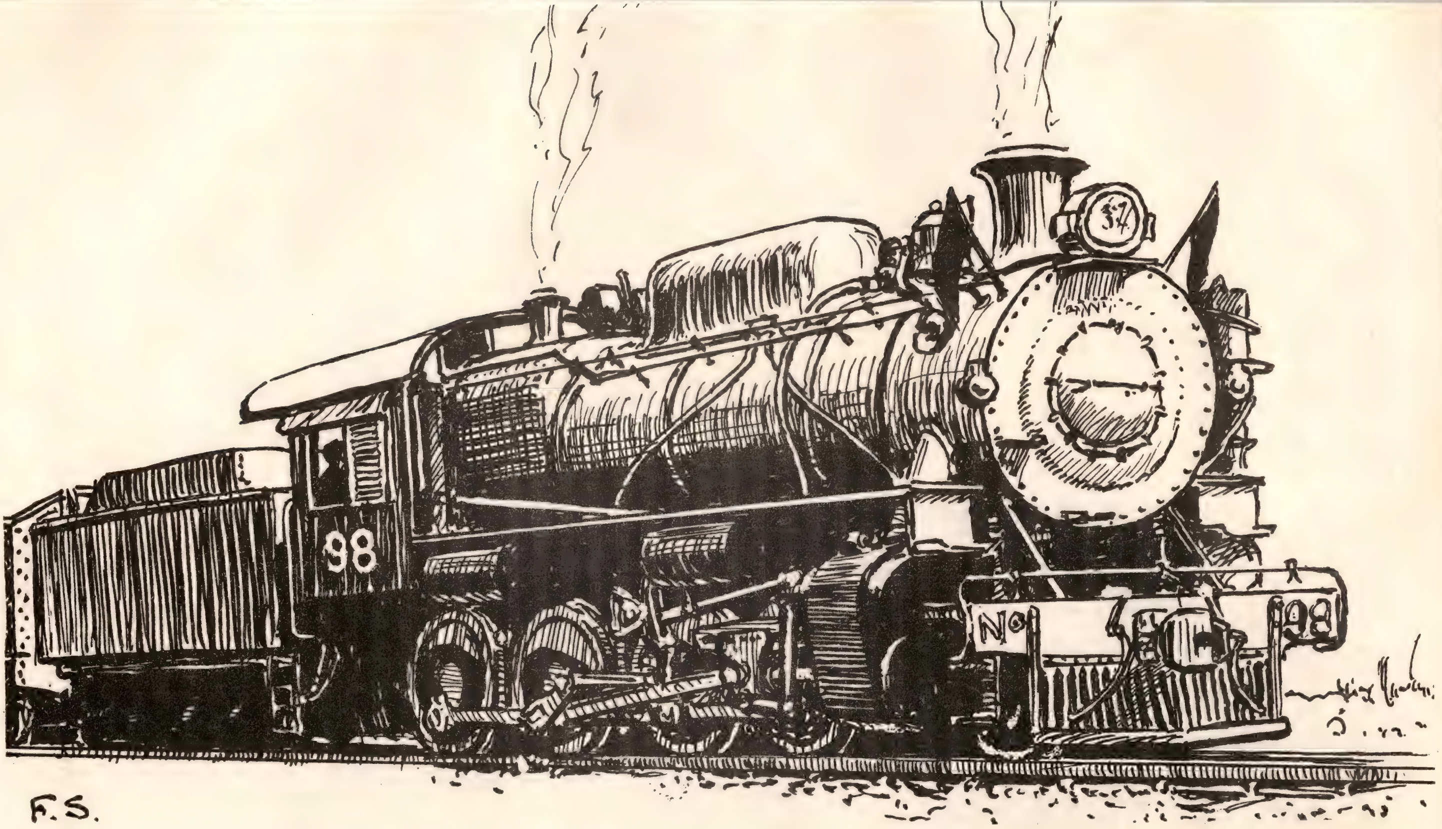
Fawcett himself (son of the explorer Colonel Fawcett who vanished while seeking the legendary "lost cities" of Brazil) served nearly 25 years on the Central, rising to Assistant Locomotive Superintendent. Illustrated with photographs of engines and trains and the author's own vivid paintings (including two terrifying accident pictures), his book covers all the main Andean lines, but he is naturally at his best when writing about the Central and his own experiences in its service.

Some of them were hair-raising, especially those in which the screw-down hand-brake (the "armstrong brake", the crews dubbed it) was the villain of the tale. Before the air-brake was introduced and fitted to all rolling stock — Fawcett, an air-brake specialist, was intimately concerned with that job — runaways were frequent and sometimes very tragic, as he tells. Occasionally, however, they had their funny side.

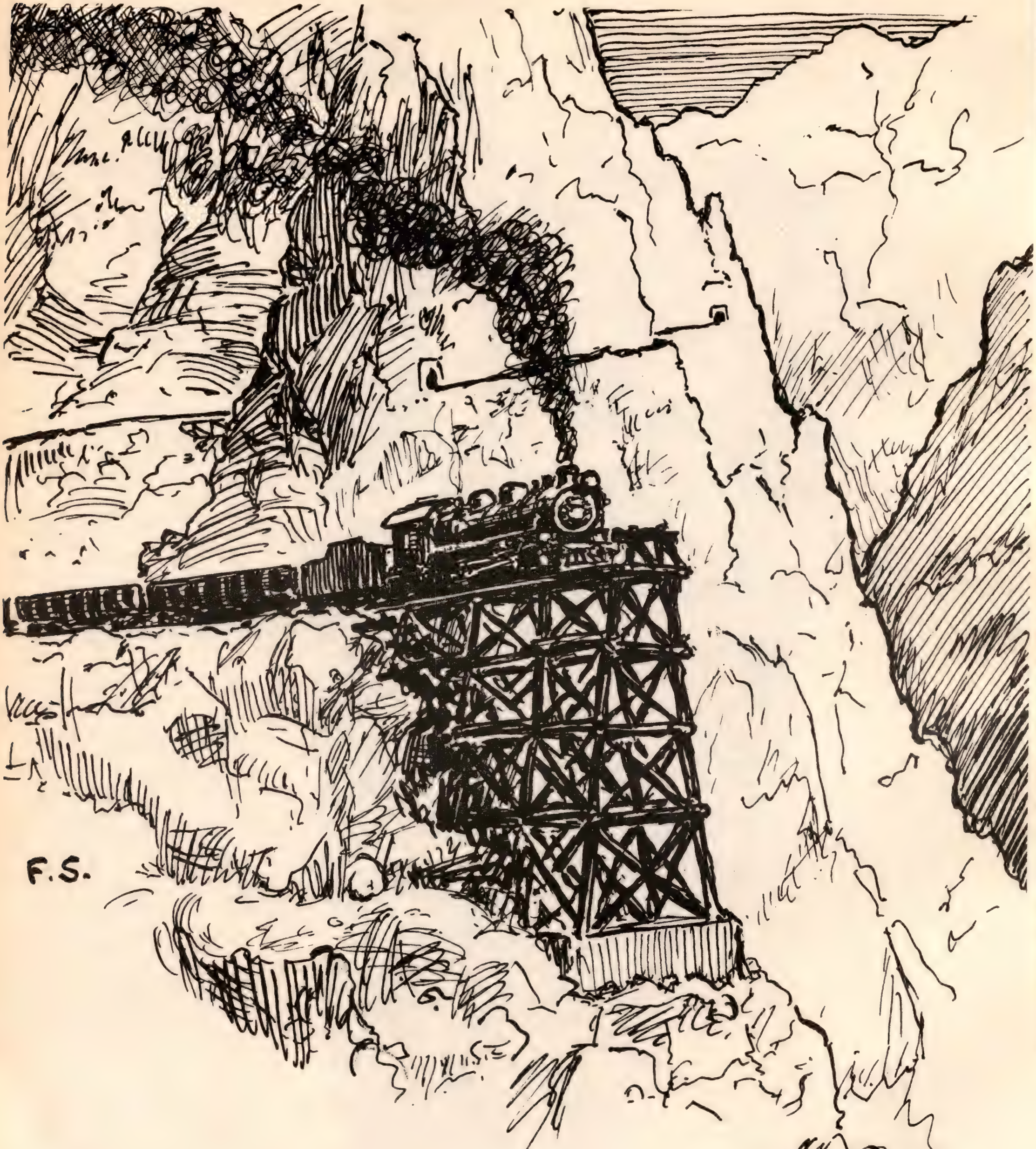
When the wheels of cars and tender locked and slid, the technique was to ease the brakes till the wheels rolled, then to tighten again, just short (with luck) of starting another helpless slide. The engine would be reversed, with steam on, never braked. (Use brakes on coupled engine wheels except very sparingly, and you overheat and therefore loosen the tyres. For the same reason, all car-wheels are solid on the Central).

One freight train was slithering frantically down a grade of 4% or thereabouts (the official maximum is 4.4 or 1 in 22.7). Without letting up for a moment on their desperate labors at the brakes, the crew watched agonisingly for a safe spot to jump (most of the Mountain Division being built on ledges along almost vertical mountain sides, such spots are not common). They were fortunate, however, and found one. Their train went rocking and rolling on out of sight, round a shoulder of Andean adamant to its appointment with Doom.

Having staggered to their feet, felt for



The "Andes" type as finally developed on the Ferrocarril Central. Note the crowded boiler-top, bell, top-feed clack-valve, combined sandbox and steam-dome, electric generator, safety-valve. Mr. Fawcett borrowed the sandbox-cum-dome idea from the 4-8-4 tank-engines of the Paris, Lyons and Mediterranean Railway which he admired while on holiday in France. The heat from the dome helps to keep the sand dry and free-running After the British builders of a batch of engines had been made to incorporate this idea (much against their will, they said, with some reason, that it spoilt the engine's looks), British firms building engines for export adopted it fairly generally. The Western Australian 2-8-2 V Class built by Stephenson Hawthorn in 1955 looks like an example. (See "Railways of Australia", page 67, for a photograph).



Picture the trains crawling out along that dead-end.

roken limbs and thanked their respective atron saints for their lives, they resigned hemselves to the long walk down to the ext station.

They heard a train coming — **up** the hill, owards them.

That could not be!

Nothing could come up without meeting he runaway slithering down — but neverheless, something **was** coming, slowly, steadly, its heavily-beating exhaust roaring up to hem through a grinding of wheels . . . into ight at last, a freight train, back-to-front.

Their train.

Just enough car hand-brakes must have een holding to enable the reversed engine o halt the train farther down where the gradient eased for a few yards — and, at he moment of the crew's jump, just enough of them must have been eased, in the desperate off-and-on-again struggle for control, o enable her to push the train back up to er crew.

They climbed aboard and went happily on heir way, saying, "Least said, soonest mended". That was silly, for there were flats on most of the wheels that had to be "mended" and therefore explained . . .

Even today, with the beautifully measured control that the air-brake gives (Fawcett is almost lyrical about that), a set of brake shoes asts only for one run "down the Hill".

It is with something very like awe that one hinks of the courage of Henry Meiggs and his surveyors and engineers who started to build the line, back in 1869, with the prospect of trying to run it with the sort of equipment hen available.

Even they were not the first to think of it, for the first was Richard Trevithick himself. With his locomotive already a matter of history (too often forgotten history today), he landed in Peru in 1817 to apply his "strong steam" ideas to pumping out the fabulous Cerro de Pasco mines, up there on the "Altiplano".

He went up to Oroya and Cerro by the same mule track that brought the copper down (at a cost that was also fabulous); and dreamed of replacing it by a steam railway. But, as Fawcett truly says, he was too early.

Engineering know-how was still too vague and practice far too crude. Motive power, rolling stock and the rails they ran on were nowhere near good enough. It would not be for years yet, that pistons could be made steam tight, let alone boilers thought of to give them steam enough. As for brakes . . .

As railwaymen and mountaineers both know, it is safer, as well as easier, to climb up than down.

Henry Meiggs himself is worth a paragraph. Born in New York State in 1811, he went to California with the Forty-niners and got involved in San Francisco city politics — with the result that, in 1854, he had to flee with his wife and children to South America to dodge a charge of embezzlement.

Once there, however, he became famous not only for his ability to inspire the local politicians with railway-building enthusiasm and with similar enthusiasm for himself as the brilliantly successful (and remarkably prosperous) contractor, but also for his outstandingly good treatment of his employees, down to the humblest laborers, who revered him and flocked to serve him.

It was alter some successes in Chile that he started to build the Central of Peru. His death in 1877, the ferocious Pacific War and a succession of political and financial troubles so delayed the work that the line did not reach Oroya, headquarters of the Cerro de Pasco mines and railway, till 1893.

Meiggs' boldness was strikingly shown by his choice of the 4' 8½" gauge against all the narrow-gauge arguments, such as the one especially cogent here, that the sharper narrow-gauge curves so markedly help in surveying a practicable route in mountain country.

As it was, success was won only by using zig-zags in several places. (Double-V-switches is another name for them).

Even these took some planning. Fawcett writes of one (since abolished by re-alignment) where a long enough dead-end past the points could be laid only by building out a trestle over a dizzy drop into a gorge.

Picture the trains crawling out along that dead-end, their length leaving only a few feet between the last car and the points, with the engine's cowcatcher almost nuzzling the buffer stop! That stop was never actually touched, says Fawcett.

Just as well, for it could hardly have withstood the momentum, even at a crawl of engine No. 2 of 1871 — the earliest one of which he gives details. She weighed 52 tons with tender and would have had behind her the added momentum of the 85-ton load, in less than six cars, to which the rules limited her. Like No. 1, she was a Mogul (2-6-0), built by the American firm of Rogers (which was eventually absorbed by Alco — the American Locomotive Co.). She had 49" wheels, driven by 17" x 22" cylinders, giving a tractive effort of 15,440 lbs at 85% of her 140 lbs boiler pressure.

Moguls ruled till 1906, when the first Rogers Consolidation (2-8-0) arrived. The Central's engineers were to evolve the standard "Andes" type from her.

How that came about makes an especially interesting few pages in the book. The type was so successful that it spread to the Cerro de Pasco line ("the railway on the roof of the world") and also to the Southern of Peru.

Although the owners of the Central were British (it, the Southern and the C de P are still British-owned), they followed Meiggs in preferring American engines and rolling stock, built for simplicity, easy access to working parts and ability to stand up to very tough working conditions, to the handsome-looking but relatively flimsy British types, designed for speed on virtually level tracks.

Fawcett says British firms catering for export could not compete until they adopted American practice, especially in such matters as bar frames and cylinders cast in one piece.

What may be good enough elsewhere may not be good enough for the Central, where conditions are the toughest on earth. Conversely, what works on the Central would work anywhere.

The "Andes" 2-8-0, however, is a specialised design. The terrific gradients demand a short boiler, so that one does not have to overfill it to keep the firebox crown covered when running down them. The Belpaire firebox shape, especially its long narrow grate, was found best for oil firing. (In the early 1900s, oil replaced coal, which had had to be expensively imported).

The tender is short, to save the injectors from starvation when climbing, and low to give the driver good vision when backing at the zig-zags. The two-wheel pony truck gives the necessary guiding effect without taking too much adhesion weight from the coupled wheels. When backing, the carefully designe drawgear enables the tender to do the guidin

The Mikado 2-8-2 and a British 4-8-2 typ were tried, but their boilers were too lor and the trailing trucks caused a "bridging of weight with the leading trucks, so that th engines "lost their feet" too easily. Garratt too, were a disappointment: one Garratt co more in maintenance than two "Andes" e gines and this outweighed its double haulir power, even with only the one crew to pa

The Rogers Consolidation of 1906 weighe 110 tons with tender. Her 52" wheels wei driven by 20" x 28" cylinders, tractive effo 32,953 lbs at 85% of her 180 lbs boil pressure. The final "Andes" has wheels an cylinders the same sizes but 200 lbs pressu and a tractive effort of 36,611. She can ha a 180 ton load up the Hill in five cars. Sh is 14' high and 10' 6" wide.

The same general purpose type also hau the passenger traffic (minor business compare with the freight to and from the mines).

The modification to suit the slightly easie grades of the Southern has 56" wheels an an extra ½" of cylinder bore. On both lines th inevitable diesels, their modern improvement overcoming the altitude handicap, are creep ing in, so even the unique and well-nigh ver erated "Andes" may soon be bowing out . .

A point that will interest the valve-gea pundits is the "lead" on the "Andes" pisto valves. It is much smaller than the usua figure. Otherwise the engine might not b able to re-start her train if stopped on a heav grade.

Starting on the Central's grades requires special technique. The cranks have to be i just the right position. In full gear (of course you take off the brakes and let her slip back with the throttle open just a crack, till yo feel the resistance as she "takes". Then yo open up smartly. If you hear the wheels be gin to grind (precursor to a skid) ease bac a bit till she finds her feet again.

The book is full of practical details of locc motive work, from this and other aspects o engine driving and maintenance to trouble shooting — in men as well as machines.

I am sorely tempted to tell some more o its stories, but that wouldn't be fair to th author or his publishers. Buy the book, rea it for yourselves.

European Newsletter No. 1

by Ern Raddatz

I don't see how I can call this "London Newsletter" now that I will be spending the next two or three months in South-West France at Bordeaux.

Bordeaux itself is not much of a place and may be best described as a waterfront with a town attached, but it has one or two advantages. It is in one of the few areas left in France where steam can still be found — and on passenger service at that. Also, the district is famous for its wines — Bordeaux Rouge, Bordeaux Blanc and Medoc being three of them. I was fortunate to have some 1942 vintage Medoc in the Bordeaux railway station restaurant the day I arrived — beautiful it was.

Came down on the Irun Express (Paris to Irun in Spain, then by R.E.N.F.E. to Madrid and Lisbon), leaving Paris (Austerlitz) at 8.54 and arriving at Bordeaux at 14.05. Good run, by electric traction unfortunately, passing two or three junctions that had steam locomotives on shed. Coutras had, like the others, mostly 141R class 2-8-2 Mikados, but on shed, with only the front visible as we raced past, was a locomotive of antique and rather gaunt appearance — looked all the world like a Hungarian engine. I must go back one weekend soon and find out what it was.

We had one of the old W.R. class Wagons Lits diners on the train. The appearance, comfort and service compared quite well with the diners found on British Rail but compared very unfavourably with the D.S.G. service on the T.E.E. on which I travelled a couple of days before.

Trans Europe Express — now that is the only way to fly. Came back to Paris from Cologne where I spent Easter by the Parsifal. This is one of the German-built T.E.E. expresses and is one of the older self-contained diesel units. Australia is yet to get a train that is equal to it. Smooth, fast-running, virtually sound-proof, it has plenty of room where you can stretch your legs.

Oddest thing I found about the service and I suppose it is standard no matter what train you are on in Europe, was the paying of the meal check in the diner. As we were in Belgium at the time, the check was made out in Belgian Francs — I paid in German marks and received my change in French francs!

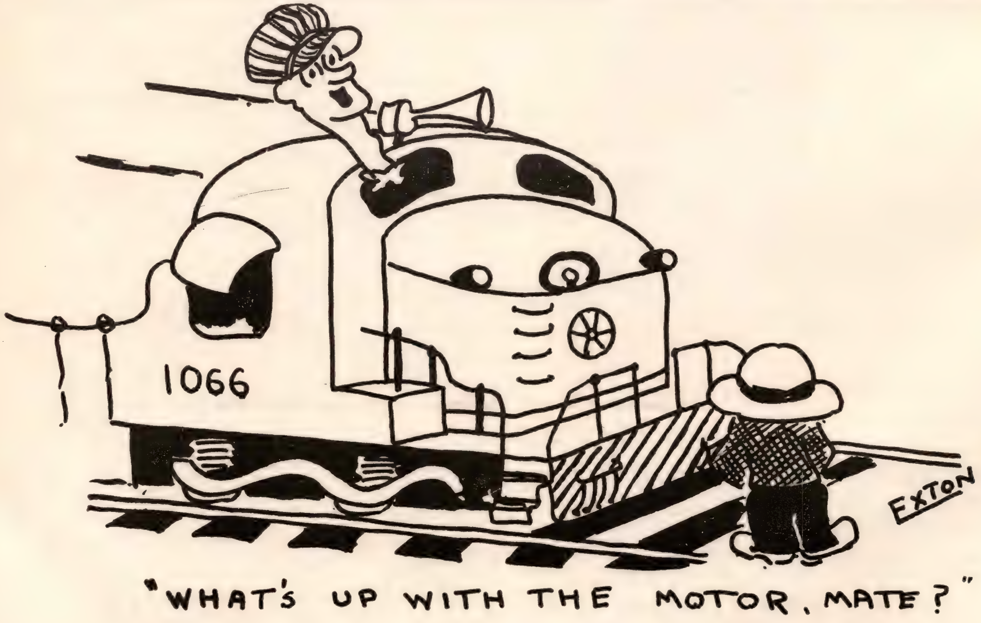
Cologne is a marvellous place. Besides being a large rail centre, it is the home base of the Koln Bohn Eisenbahn and has a fleet of modern trams in its streets. Like Melbourne, Cologne has no intention of scrapping its tramway system, although certain parts (notably around the cathedral and central station) are going underground. The trams themselves are fast, quiet (I know, I was almost run over several times because of their speed and silence) and smoother running than one normally expects of a tram. They are mostly triple articulated units or twin articulated and trailer. The method of ticket sales on these trams would appeal to the Australian clippies — in the case of the triple unit, one enters the tram by the rear door and alights from any of the other doors. The clippie dispenses the tickets at a desk midway along the rear car, announces the stops over P.A. system and closes the doors via a push button circuit. No sore feet for them. Not only are most of the ticket sellers women, but I noted that there is at least one woman tram driver. Wonder how that would go with the Australian Tramways Unions. Not all of the doors need to be opened at a stop; if no passengers are waiting to board, the rear door is not opened for instance. This can be a blessing on a wintry day. The doors will not open while the tram is moving and as the tram approaches a stop where a passenger wishes to alight, he (or she) goes to the nearest door and presses a button. This operates the door mechanism and warns the driver. When the tram stops the door automatically opens and the passenger gets off. The door is closed by the ticket seller before the tram restarts.

Well, the Nuremburg Fair and its two offshoots, the Paris and Brighton Trade Fairs are over for another year and you have probably seen from the model press that there are quite a lot of new goodies for us. Two things that stand out from the Fairs are the new commercial products for "O" Gauge and the increasing "N" Gauge items. Both the largest and smallest commercial gauges are on the upswing. In Brighton, Triang announced more rolling stock for their "O" gauge system, points to go with their track and at the same time, showed prototypes for their new "N" gauge system. This now gives Triang four scales — O, OO, TT and N. Peco also showed their Streamline "O" gauge track and "N" gauge rolling stock. In Italy, Lima Micromodels are producing English outline rolling stock. I know of two — a standard four-wheel mineral open and a goods brake van, both similar in prototype to the models made in "OO" scale kitform by Airfix. Another Italian firm has started operations. This is Tibidaba, who are at present offering an electric outline locomotive and three passenger coaches all of Italian prototype.

Airfix also had at Nuremburg the pre-production models of their new historical museum model. This time it is a primitive steam locomotive and to make it more interestin it is near "O" scale. I have a feeling that ticles on motorising the beast will be appe ing in the model press shortly after it becom available in the shops. So get to it, you " gauge fans, let's have at least one artic about it in the Journal.

How many of you big scalers have use Airfix Beam Engine on your layouts — your lineside factories for instance? An ticle in the Journal would be quite interestin Remember, the Journal must be short of m terial when they have to print this colum so let's have those articles.

I noticed that while the major "N" gaug manufacturers, Arnold, Minitrix and Lima M cromodels, had new models on show in th Fairs, the originator of "N", the Lone St people, seemed to have faded out of th picture completely. Their own scale/gaug combination of OOO did not seem to tak on and they were swamped by the muc greater material available from Arnold an Minitrix and later from Lima.



"WHAT'S UP WITH THE MOTOR, MATE?"
"YOU WOULDN'T UNDERSTAND IF I WOS TO TELL YER.... IT TAKES YEARS AND YEARS"!

Branch Notes

TAFFING THE MMR

by Ken Elder

Since we commenced operating to timetable n the MMR, we have found certain small items that require altering to suit our needs.

Before timetable working was started a ules and Regulations Committee met many imes to discuss and formulate a set of rules or the MMR which would allow all members o enjoy their operating and yet discreetly naintain a certain amount of discipline that s essential on a large layout catering for a arge number of operators.

When we started, we anticipated that each tation would have the following staff to run t — signalman, drivers (2) who would also eed two guards to do the uncoupling, etc., equired; a total of five members. With five tations, that took care of 25 members plus dditional staff at the terminals, Allan Street nd Elderville, of loco foremen (2), shunters 3) a yardmaster and at least one train controller. This meant that we could accommodate ome 32 members at one timetable session.

Now, however, after only two months of perating we are finding flaws in our plans.

Remember that we have, as yet, only two tations accepting traffic, (there will be a third — Dundundra — on June 1) and the first erminal, Elderville, on December 1. We find hat at the moment the number of bods far exceeds that of jobs available on the present layout.

In order that we can assure ourselves that every member interested in timetable running can have at least one weekly session, we have opened the club rooms on an extra three evenings and one afternoon during the weekend.

As regards the staff operating on the two stations opened to traffic, we have also found that the signalmen have been given too much work to do to be able to function efficiently and therefore we have brought a new staff member into being — funnily enough probably for the same reasons as the prototype have.

Our new addition is the Stationmaster. He is responsible to Train Control for the running of his station, for the instruction to train crews arriving as to sidings to take, wagons to be picked up, alterations to timetables as advised him by Train Control, reporting of train arrivals and departures to Train Control and advice to Train Control in the event of derailments, accidents, delays, hot boxes, etc.

We feel that he is a busy man, and the signalman will be able to concentrate on power to the correct tracks, point manipulation, signals and his timetable.

When Dundundra accepts traffic, the station at Creswick will become very busy as there will be a large station (Dundundra) on the "down" side and a smaller one (Beach River) on the "up". These two stations will be sending him an ever-increasing amount of local traffic as their industries gather momentum. In addition he has his own sawmills coming into production which will issue a few wagon loads of timber plus the giant logs arriving from up-country.

Dundundra, itself, will be a busy place with a loco shed and facilities, some six or seven sidings plus a through road, goods arrival road, two station roads and a large grain elevator to add to the traffic. Loco crews will be changing over here and a diesel servicing area has been planned at one spot for the big SD45s that the management has ordered.

It is anticipated that the traffic will more than double itself when Dundundra starts accepting traffic. By then all members will be conversant with the control panels and these will present no problems.

The main problems will be whether the stations' staffs can cope with the extra traffic in both directions, plus the busy local industries requiring more empty cars to be placed and full ones taken away to wait for the next "pick-up goods" to take them to their destination.

We are using CCP — color coded pins — (a copy of the American CCT — color coded tacks) — with great success. This is the scheme where every vehicle has a tiny 1/16" hole drilled in the top, or in the load of open wagons, into which are placed colored and lettered drawing pins.

The color gives the station of destination, and the letter the industry or location at that station. In five minutes, during a session, the yardmaster, by replacing a handful of pins, can create hours of shunting operations.

We have found on inquiry that almost 100% of the members think that "shunting" is the thing they like to do most, and that's what they are going to get — even using "actual time" as distinct from speeded up clocks. By the time you have finished breaking up a train and picking up the wagons to be taken away, the time goes just as quickly, and you find the SM breathing down your neck asking why the delay to 104 goods? But, boy, it's great fun!

NSW BRANCH

February 1967 saw our annual meeting and election of officers for 1967-8. The result of the election came up as follows:

President: John Dunn; vice-president: Ivo Bunker; secretary: Rup Ackland; assistant secretary: Colin Gilbertson; treasurer: John Skilton; assistant treasurer: Noel Ackland; committee: Harold Warren, Brian Day, Graham Lamour, Bob Gorrell.

NSW members will note that the executive and committee were returned, together with an assistant to both the secretary and the treasurer. Congratulations to both Colin and Noel on their election which, whilst it does not entail being on the committee, nevertheless gives the State secretary and State treasurer two very efficient understudies in case of need and particularly to help out at the 1967 Model Railway Exhibition to be held at Sydney Tow Hall on September 29 and 30, and October

The exhibition committee has already bee formed and Glyn Shepherd has been electe as 1967 chairman. NSW metropolitan members will have already received a letter fro Glyn, pointing out the need for helpers i many fields so that this year's exhibition wi be the best yet.

If you have not received a letter, get i touch with Glyn at 54 George Street, Penshurst, NSW.

VICTORIAN BRANCH

At the annual general meeting in Marc the following were elected to office —

President: Fyfe Thorpe; vice-president: Er Doherty; secretary: Rex Little; treasurer: Ma Baker; committee: Jack Treseder, Geoff Lear Laurie Burrows, Ken Parr; librarian: Ken Dow

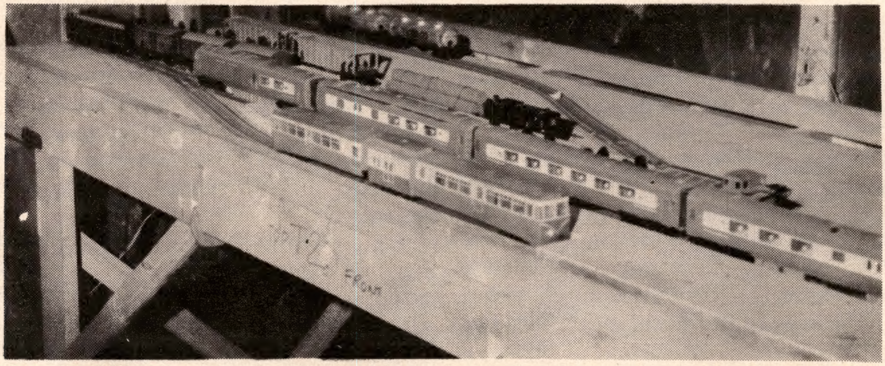
Meetings are still held in All Saints' Chur hall, Glenferrie Road, Kooyong, on the se ond Thursday of each month at 8 p.m.

The wheels grind very slowly at the Vi torian Railways — we still have not hear anything further from them re Northpor clubroom.

Work still proceeds on the club layout. (Se Journal No. 62 of May/June, 1966). This i the layout being built by the Victorian branch

Modules M1 to 4 have the trackwork com pleted. Modules T1, T2 and P2 have th trackwork complete and Module P1 is almos complete.

Work is commencing on M5 and M6 an we hope wiring will commence soon on al

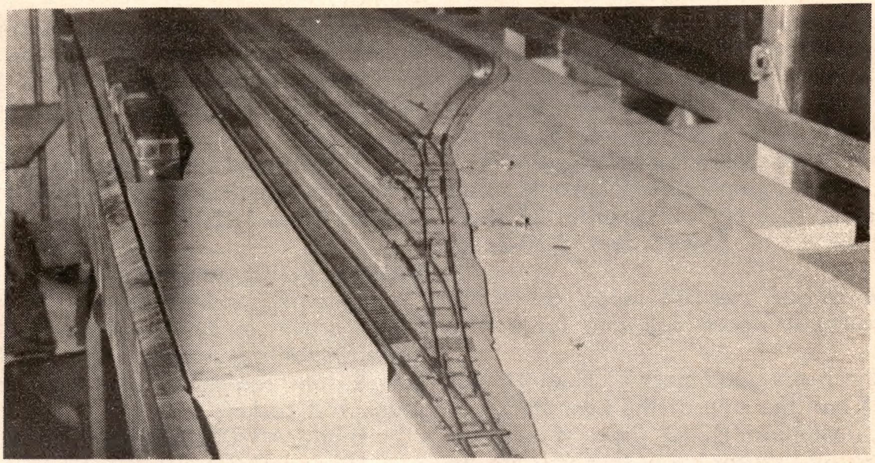


Vic. Branch Portable Layout. Note leg brace held by small 6 clamp modules. As soon as this is complete, over to the scenery experts.

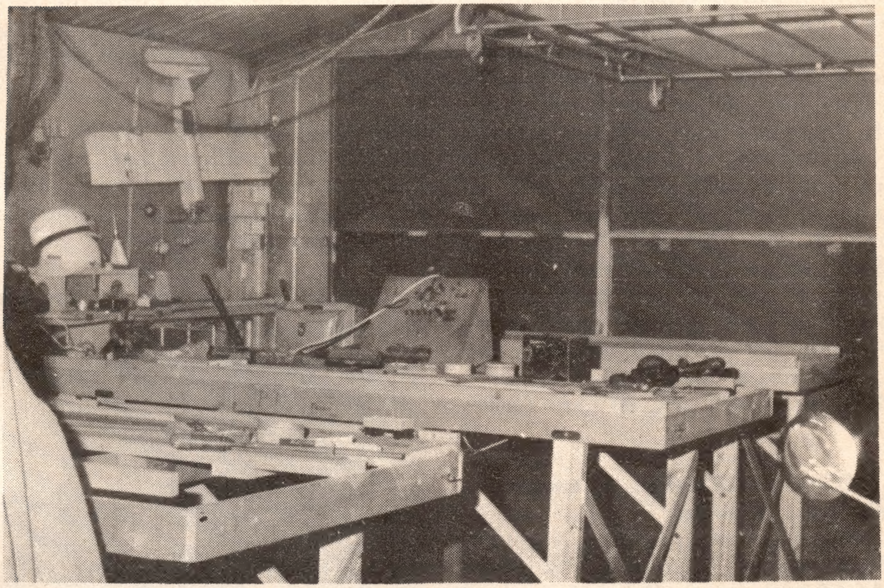
We are still working to our published program, although we are finding it difficult to keep all hands busy on the layout at present, as the general work is tapering off and we seem to lack specialists.

Please note the new secretary's address:

Rex Little, P.O. Box 46, Nunawading.
Telephone 878-7670.



Vic. Branch Portable Layout. Track laid on foam. Points use printed circuit board for critical sleepers. Remainder will filled in with balsa sleepers later.



Vic. Branch Portable Layout. Production line in Rex Little's garage.

Shop Spy

SEEN AT VINCENT'S, Station Street, Fairfield, Victoria.

A good stock of Crown bogie freight vehicles including the 4-bogie lumber wagon at $1.29 each. Probably better value still, would be AHM with metal pin point axles, at $1.50 for box cars and reefers, $1.60 for tankers and $2.25 for covered hoppers.

He has a new shipment of Vollmer kits and was expecting delivery of an order of Rivarossi "Big Boys" at $69.95 and 2-10-2s at $55.95.

He now carries the full range of North-Eastern structural wood. Ask him for a free list.

He always has a good stock of Floquil paint at 95 cents and has one of the best stocks of Shinohara, including HOn3 (Nos. 4 and 6).

It pays to let Vincent know that you are an AMRA member.

SEEN AT MELBOURNE SPORTS DEPOT, Elizabeth Street, Melbourne, Victoria.

Tyco ready-to-run Alco diesel at $22.20. Also Tyco operating Monon cement wagons, 50' pulpwood, 50' flat with load and covered gondolas. They have Biltezi canal backdrops at 45 cents (there are four different scenes), each covering three feet. I saw American-style buffer stops with operating red lamp at 45 cents: very handy to indicate siding power on.

They carry a large range of Triang loco bodies at $1.10 upwards. Very handy for that old mechanism, or one you may build.

Vic Hobbs tells me that Airfix may go off the market soon. So if you want any, buy them now. MSD has a good stock.

Introduce yourself to Vic as an AMRA member.

SEEN AT MODEL DOCKYARD, Swanston Street, Melbourne, Victoria.

The big news this month is Lima N gauge. I saw a Bo-Bo electric loco at $7.33, Bo-Bo diesel at $6.66, a great variety of 4-wheel goods wagons at 85 cents each and bogie coaches at $1.75. These are all continental-style, of course, but are beautifully detailed, and fitted with a coupler rather like the Peco/ Hornby.

This, combined with the information tha Triang are combining with Wrenn and Lima to produce N gauge equipment, is the bigges news in the "competing scales" area for quite some time.

The Dockyard also has in stock a new version of the Rayonnier 2-6-6-2 tank in unpainted brass at $72.

DIODES, PLUGS AND SOCKETS

Due to the sudden demand following the Diode article in January/February Journal, I am now holding stocks of both diodes and, of course, am regularly handling those 20-pin plugs and sockets.

Diode AD100 (1 amp)	60c ea
Diode IN3491 (18 amps)	85c ea
Plug 20-pin Module	25c ea
Socket 20-pin Module	25c ea

Orders to me — Mr. A. N. Dowel, 82 East Boundary Road, East Bentleigh, SE.15, Vic.

Please include postage (4c for three plugs and three sockets or a few diodes) and duty for Insterstate cheques.

SEEN AT SEARLE'S IN SYDNEY —

T.E.R. coal loading stage and water tower with illuminated control cabin. Both in H.O. and reasonably priced. Also knuckle couplers and wheels in N gauge.

ARE THERE ANY MODEL SHOPS IN SYDNEY AND BRISBANE?

3830 and 3813 on delivery run of Spirit of Progress near Fish River 15-4-62. H. Holmes.